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COUNTRY East Germany

REPORT NO.

TOPIC Justerbog Airfield

635599

EVALUATION

PLACE OBTAINED

25X1A

TE PREPARED

30 April 1954

REFERENCES

PAGES 3 ENCLOSURES (NO. &amp; TYPE)

REMARKS

1. The following air activity was observed at Justerbog airfield between 22 March and 2 April 1954:

22 March. About 1 p.m., when fog had dissipated, 16 MiG-15 or U-MiG-15s were towed by a small truck to the east end of the runway. Take-offs were made in elements of twos and formations of fours. The aircraft practiced flying at high altitudes for 20 to 30 minutes. Air activity was discontinued about 4 p.m.

23 March. About 8:30 a.m., 12 MiG-15 or U-MiG-15s were towed out of hangars Nos 9 and 10 to the western end of the runway. The aircraft practiced flying in elements of twos and formations of fours for 20 to 25 minutes duration until about noon. About 1 p.m., the aforementioned aircraft and 12 additional swept-back jet fighters from hangars Nos 4 through 6 practiced flying in formations of fours and sixes. At 3:10 p.m., a U-MiG-15 towing a sleeve target took off. After some minutes, additional MiG-15s followed and practiced flying at the sleeve target over the firing range. After about 20 minutes, all the aircraft landed. Subsequently, they again took off and practiced firing. After 4:30 p.m., some swept-back jet aircraft individually took off and headed in various directions. They returned to the field after 20 to 25 minutes. This type of air activity continued and, flying was practiced until about mid-night.

24 March. Between 8 a.m. and 1 p.m., aircraft practiced flying in elements of twos in the vicinity of the field. During the afternoon, firing was again practiced at towed sleeve targets over the firing range.

25 March. During the morning, low level flights were made in the vicinity of the field. The swept-back jet aircraft involved individually taxied from the hangars to the runway and, after the landing, again taxied back to the hangars. Air activity was continued during the afternoon and evening until about 9 p.m. Aircraft towing sleeve targets were again observed aloft. After nightfall, the sleeve targets were towed through the beams of searchlights. Firing practices at sleeve targets were not observed.

27 March. About 10 a.m., 5 MiG-15s of the alert flight took off at short intervals and practiced flying over the firing range for about 15 minutes. After the landing, the aircraft taxied under their own power to the hangars. Subsequently, 5 alert aircraft were towed by small trucks from hangar No 5 to the end of the runway.

28 March. Individual flights were made by swept-back jet fighters. There was bad and hazy weather with a closed and low ceiling.

29 March. During the morning, there were lessons as on every Monday. About 11 a.m., 8 MiG-15 or U-MiG-15s were towed out of hangars 4 through 6 to the west end of the runway. Between 11:30 a.m. and 11:40 a.m., a MiG-15 with the red No 966 and fitted with auxiliary fuel tanks practiced flying. At noon, a Tu-2 towing a sleeve target took off and repeatedly crossed over the firing range. Light AA guns fired at the sleeve target. After a flight of about 45 minutes, the aircraft landed and a second Tu-2 took off and continued the exercise. Air activity by Tu-2s lasted until about 3 p.m.

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At 3:30 p.m., the MiG-15 or U-MiG-15s, which were parked along the runway, took off in elements of twos and made practice flights of an undetermined purpose. Take-offs in elements of twos were conducted until about 6 p.m.

20 March. Twenty MiG-15 or U-MiG-15s were towed out of the hangars Nos 4, 5, 6, 9 and 10 to the runway. Between noon and 3 p.m., only one flight was made by a MiG-15. There was hazy and rainy weather and a closed ceiling. Beginning at 3 p.m., flying was practiced over the clouds. After the landings, the aircraft taxied under their own power to the hangars. Only one aircraft which had probably been damaged during its landing was towed to hangar No 4 about 6 p.m.

31 March. Beginning at 10 a.m., 12 MiG-15 or U-MiG-15s were towed out of hangars Nos 9 and 10 to the western end of the runway. Air activity was started at noon and flights in formations of threes were made until about 2 p.m. At 3 p.m., a U-MiG-15 towing a sleeve target took off and headed toward Kummarsdorf. After some minutes, 2 MiG-15s took off and followed the towing aircraft. Air activity with firing practices were continued until about 5:30 p.m.

1 April. About 18 MiG-15 or U-MiG-15s were towed out of hangars Nos 4, 5, 6, 9 and 10 to the east end of the runway. At 9:20 a.m., the first two MiG-15s took off in an element and made a 10-minute flight. Aircraft without and with auxiliary fuel tanks respectively made individual flights and flights in elements of twos until about 1 p.m. Ten MiG-15 or U-MiG-15s were towed back to hangars Nos 4, 5 and 6 about 1 p.m. At 3 p.m., the remaining 8 swept-back jet aircraft at the runway took off and made flights in elements of twos. Air activity was discontinued about 4 p.m. because of rain.

2 April. Sixteen MiG-15 or U-MiG-15s from the hangars Nos 4, 5, 6, 9 and 10 were involved in air activity which started about 9 a.m. During the morning, flights were made individually and in elements of twos. Some of the aircraft were towed back to the hangars at noon. No further observations could be made by source. <sup>1</sup>


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2.  a large white 2 was observed on the rear wall and the two doors of the driver's cabin of the previously reported small gray motor vehicles which bore resemblance to delivery vans and were used as starting carriages for MiG-15 or U-MiG-15s. A cable connected the carriage to the aircraft. A small searchlight pointed to the rear was fitted at the left top section of the rear side of the superstructure. This special vehicle was about 170 cm high. Source determined that the vehicle with the No 2 belonged to the swept-back jet fighters which were parked in hangars Nos 4, 5 and 6. A second vehicle of the same type which was not yet marked by a number was assigned to the aircraft parked in hangars Nos 9 and 10. <sup>2</sup>
3. Between the end of March and the beginning of April 1954, about 60 soldiers, referred to as military students by an interpreter, were stationed at the field. The students wore special uniforms with golden-bordered blue collar patches and insignia, similar to the collar patches, on their cuffs. They were quartered in the Hindenburg block and had their meals in the officers' mess. They mostly used sedans or jeeps and received lessons in a classroom in a quartering building near the main guardhouse. Charts with British, French and American nationality markings and diagrams of jet engines were seen on the walls in the classroom. <sup>3</sup>
4. At 10 a.m. on 23 March, several MiG-15 or U-MiG-15s made short local individual flights at altitudes of 300 to 400 meters. There were no clouds. Subsequently, two aircraft took off in an element and headed east. After about 20 minutes, the two aircraft landed in an element; the distance between the two aircraft at the take-off and landing was about 15 meters. About 11 a.m., 4 MiG-15 or U-MiG-15s took off in two elements; there was an estimated distance of 50 meters between the two elements. The aircraft flew in one formation at an altitude of 3,000 to 4,000 meters. Swept-back jet aircraft were continuously aloft until about 1 p.m. The aircraft also made flights during the afternoon. About 3 p.m., a swept-back jet fighter towing a sleeve target was observed aloft, while another MiG-15 or U-MiG-15 fired at the sleeve target from the side. Up to about 4:30 p.m., there was air activity by individual aircraft and elements of twos in the vicinity of the field; attacks were again made from the side. Aircraft Nos 614, 628 and 642 were observed. A total of 33 MiG-15 or U-MiG-15s and some single-engine aircraft were parked at the field. <sup>1</sup>
5. The PKV-45 DF station which had been observed about 500 meters east of the old PKV-45 DF station on 20 March was no longer seen on 23 March. Only a cabin was observed at the site. <sup>4</sup> The AA gun emplacement at the eastern edge of the field was occupied by 3 AA guns estimated as of 20 mm, in addition to the previously reported 37-mm AA guns. <sup>5</sup>


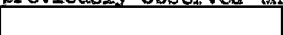
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
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
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
- 25X1A 1.  Comment. Jueterbog airfield is still occupied by two fighter regiments. The aircraft of the regiments are apparently parked in two groups in hangars Nos 5 and 6 and in hangars Nos 9 and 10. Aircraft No 966 belongs to the fighter regiment which had been transferred from Brandenburg-Briest to Jueterbog in June

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- 25X1A 2.  Comment. Same source previously observed the special vehicle which probably is a starting carriage. See 

- 25X1A 3.  Comment. So far, it has not been determined what type of school is meant with the designation military school. It is possible that a training course for officers' candidates is held there.

- 25X1A 4.  Comment. The reported installation of a second PKV-45 DF station is probably connected with the presence of the IL-10 unit.

- 25X1A 5.  Comment. Information on an increased AA protection by 20-mm AA guns has also been received from Neuruppin and Werneuchen airfields.

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